

June 2021



upfront

health and safety special - www.rmtlondoncalling.org.uk/safety



‘Flash n Dash’ Plan Rehashed?

Safety Councils Reps, along with the Regional Organiser, have attended a director’s level meeting to argue against management proposals to remove the detrainment staff at Waterloo on the Waterloo & City Line. This would see trains entering the depot without being physically checked.

LU have wanted to get rid of detrainment staff for several years with various attempts to remove them on a number of lines. Either through safety arguments or industrial action we have always managed to resist

this change. We have now put our safety argument to LU for this proposal and are awaiting the outcome.

Detrainment staff were deployed at several locations on LU after a tragic fatality back in 2000. A passenger being over-carried into Liverpool Street sidings, in an attempt to alert the driver, was crushed when using the communicating doors. No new mitigation against this risk has been offered.

The threat of physical or verbal abuse to the driver from over-

carried passengers is mitigated in this instance as there is an external walkway available to the driver. The risk of passengers self-alighting onto live track and threat of moving trains remains a serious concern. LU are adamant that their internal inner car barriers are sufficient. Examples of passengers self-alighting via the communicating doors at Queen’s Park and Notting Hill Gate paints a different picture.

This is a clear example of profit before safety and a proposal that the RMT will continue to resist.

The RMT and our Tier 2 and Upgrades reps, who regularly meet with senior management, are working hard to demand members are kept safe during the pandemic. If you have any H&S queries or concerns, please get in touch.

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TRACK NOISE LEVELS ON THE RISE

RMT is leading the fightback



You will recall that a successful RMT ballot and the threat of industrial action forced LU to find an extra £12 million to tackle the track noise problem that they had created.

Regular noise monitoring in conjunction with safety reps, rail grinding, soft pads and a 5-year plan to remove the problematic PV track were all put in place and the problem was slowly being brought under control.

Fast forward two years and the problem is now worse than ever. The RMT raised this issue with Nick Dent, the Director of Train Operations and we made it clear that we wanted this problem dealt with as a priority. Our members on the affected lines had informed us that they were willing, once again, to take industrial

action if necessary.

Fortunately, common sense has prevailed, for the time being. LU have conceded that it may now be necessary to deploy TSRs to alleviate the problem at certain locations.

They have also conceded that the noise monitoring, which had slipped during the worst spells of covid, needed to be re-introduced.

They have also arranged a track noise conference for all of our safety reps on the affected lines to update fully on both short term and long term plans.

- **Protect your safety. Join RMT: www.rmt.org.uk/join**

Secure Cabs

It has been a long time since LU announced they'd upgrade J doors so our cabs would be secure from intruders.

It is understandable that this project was delayed, but it cannot be forgotten and so RMT continues to push for it to get done.

One issue is that at present the 'defective in service instruction' states a train with a broken or missing J door security panel should remain in service.

This makes no sense for your safety, so the RMT has insisted it be updated to state the train should be withdrawn.

We've now been invited to a

meeting to discuss the rewriting of the DISI and expect LU to do the right thing of ensuring the instructions are consistent and keep us safe in work.

We also continue to push for the J door security up-

grade to get back on track and are pleased to announce it will start rolling out, with the Central Line getting upgraded first.

